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Hongkong, 1st November, 1909. [1328]

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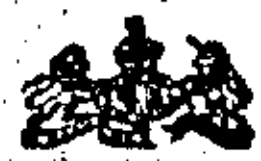
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The Hongkong Press

[23]

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The Daily Press.

HONGKONG, NOVEMBER 11TH 1909.

The questions which the EARL of STANHOPE has been asking in the House of Lords were doubtless suggested by the outspoken article on this subject which formed one of the series contributed to the Times by Mr. VALENTINE CHIROL after his return to London from a brief visit to the Far East. Lord STANHOPE inquired, firstly, whether in view of the German claim for participation in the construction and financing of railways in the Yangtze provinces, Great Britain still recognised Germany's claims to exclusive railway and mining rights in Shantung. According to REUTER'S telegram Lord CREWE'S answer to this question was that Great Britain had not given to Germany any assurance in the sense indicated, which we take to mean that Great Britain has never at any time given to Germany an undertaking to recognise her claims to exclusive railway and mining rights in Shantung. If that is the meaning the statement was intended to convey, those who have made a careful study of the history of the battle of concessions in China will be aware that, so far as railway rights are concerned, Lord CREWE'S statement is not strictly in accordance with history as it has been written in the Blue Books. The China Blue-book, No 1 of 1899, contains the text of an agreement made between representatives of a German Syndicate, the British and Chinese Corporation and the Hongkong and Shanghai Bank, and it is interesting to

observe that the first proposal agreed to reads as follows:—"It is desirable for the British and German Governments to agree about the sphere of interest of the two countries regarding the railway constructions in China and to mutually support the interest of either country." This resolution was proposed by the Representative of the German Syndicate, who also proposed the two resolutions defining the respective spheres of German and British interest in China. The German Syndicate undertook not to compete in the English sphere, and England engaged not to compete in the German sphere. Though no diplomatic notes were exchanged between the two Governments it is made clear that the arrangement made by the financial groups was endorsed by both Governments. Notwithstanding this agreement the Germans, as Dr. MORRISON pointed out a few months ago, have secured not only a railway connection between the three Treaty Ports on the Yangtze, namely Hankow, Shensi and Ichang, covering two-thirds of the distance westward to the Szechuan border, but also a branch line running from this main line northward to the important inland "port" of Siangyang, and thence eastward to the Peking-Hankow trunk line. Russia, too, though in 1899 she gave an explicit undertaking to Great Britain "not to seek for her own account, or on behalf of Russian subjects or of others, any railway concessions in the basin of the Yangtze," has recently furnished a loan for railway construction in this sphere. Lord STANHOPE inquired whether in view of this abrogation of the Anglo-Russian Agreement of 1899 British subjects were now free to claim equal opportunity north of the Great Wall. Lord CREWE'S reply to this was that the loan did not appear to contravene the Convention. Literally it does not, but it is unquestionably a flagrant violation of the spirit of the agreement. His lordship said it was important to remember the great change which has taken place in China since the Anglo-Russian Agreement was made. Whereas at that time the battle was for railway concessions under foreign control, all railways now being constructed are under the control of the Chinese Government—and presumably in the view of the British Government all danger of foreign "conquest by railway" is removed. But that is not the

these questions. There is no gainsaying the fact that important political and economic advantages have been lost to Great Britain by the neglect or inability of the Government to secure the due observance of the solemn agreements whereby the Yangtze region was believed to have been conserved as a purely British sphere of influence, and though, as Lord CREWE says, the times have changed in China since those agreements were negotiated, yet it cannot be seriously maintained that the changes warrant the scrapping up of those agreements. Mr. CHIROL has very forcibly pointed out how the permanent stability of China's credit is likely to be impaired by placing at her disposal large amounts of money without adequate guarantees that they will be usefully and honestly expended. It is public knowledge that the Germans acquired their interests in the Yangtze Valley by offering money without the guarantees that the British deemed absolutely essential; and if the British were disposed to take the same risk in Shantung there is nothing in Germany's mining and railway agreement with China to prevent them acquiring either railway or mining interests in Shantung. But they have no inclination at present to compete along those lines. In the view of Mr. CHIROL and many others the Chinese Empire is exposed to the danger of national bankruptcy and ultimate disruption through reckless borrowing to which German finance, it is considered, so willingly lends itself. This is a view the British Government does not apparently take into account, and in any case it is powerless to do anything in the matter. It is China's own concern.

An Italian prostitute was charged before Mr. E. R. Hallifax at the Magistracy yesterday with soliciting. His Worship imposed a fine of \$25.

To-day being the birthday of H.M. the King of Italy, Chevalier Volpicelli, the Consul-General for Italy, will be at the Consulate from 10 a.m. to 12 noon to receive calls.

Inspector Kerr charged eleven gamblers before Mr. Hallifax at the Magistracy yesterday. Two keepers of the game were fined \$40 each, and each of the players was ordered to pay a fine of \$5.

In some recent garrison orders at Singapore it is stated:—"The Royal Engineers are in possession of an efficacious white antiseptic, and on being applied to by C. O. A. will make the necessary arrangements for applying it." Hongkong could do with some of it.

An old Chinese from Stanley was charged by Sergeant Brazil at the Magistracy yesterday with keeping an opium den without a licence, and with being in unlawful possession of a quantity of opium. After hearing the evidence Mr. J. R. Wood imposed a fine of \$100, the alternative being six weeks' imprisonment.

We are asked to state that a special car will be run on Monday, Nov. 15th, to the Peak ten minutes after the close of the Concert which the Cameron Highlanders are giving in the Volunteer Drill Hall. Seats should be booked early, as the accommodation of the Hall is limited. A plan of the Hall can be seen at Messrs. Moutrie and Co.

The tartan is seen once more in our midst. The transport *Soudan* arrived here yesterday from Tientsin, having on board the Cameron Highlanders, who are en route for Bombay. The kilts will disembark today at Stopscut, where they will be under canvas for ten days. It is reported that the Camerons have made a big list of football fixtures for the time they will be here.

The fourteen men and a woman who were arrested by Chief Detective-Inspector Hanson and a squad of police on Monday night for keeping a common gaming house were charged before Mr. E. R. Hallifax at the Magistracy yesterday. The hearing was adjourned until to-day, and the woman, who was represented by Mr. J. H. Gardiner, was admitted to bail in the sum of \$1,000.

The *Taken-maru* affair has not been forgotten by the Chinese in Australia. When the Chinese Consul-General in Sydney embarked on board the *Kumano-maru* on his return home a few weeks ago, it is reported that not a single one of his countrymen went to the wharf to bid him farewell, although the Consul-General was very popular among them. This was done as a protest against the Consul-General travelling by a Japanese steamer.

The Roman Catholic Bishop at Seoul has written as follows to the *Seoul Press*:—"A telegram from Tokyo, reproduced by several Japanese and Korean papers here, states that the Korean assassin of the regrettably Prince Ito is a Catholic, who was also concerned in the murder of the late Mr. Stevens in America. I am in the right in affirming that the report is absolutely false. No Catholic was ever mixed up with the murder of Mr. Stevens in America or in any manner engaged in any political opposition in this country." It will be observed that this letter does not explicitly deny that the assassin was a Catholic, but it does give the explicit denial in a telegram to the Roman Catholic Bishop of Tokyo.

An edict has been issued by H. M. the Korean Emperor briefly summing up the meritorious services rendered by Prince Ito to the East, and above all, to Korea, and expressing profound sorrow at his untimely demise. His Majesty especially expresses his appreciation of the Prince's service as Grand Tutor to the Korean Crown Prince. The edict concludes with the statement that H. I. H. Prince Eui Wha has been ordered to Tokyo in order to attend the funeral of the late Grand Tutor, and that he has ordered the Household Department to present to the Prince the posthumous title *Mun Chong*. These two characters are defined as meaning "pre-eminence in morality, wide knowledge, whole-hearted devotion to the fatherland, and self-sacrifice."

HONGKONG SPORTING ANNUAL.

A useful and handy book of reference on local sport has just been printed for the compilers by the *Hongkong Daily Press* Office. It is entitled the "Hongkong Sporting Annual," and the compact little volume, with its 160 pages, is replete with information on every sport in the Colony. The cricket, football and hockey fixture lists supply a real want, and the data on all the other pastimes is decidedly interesting. The work, which must have entailed no little research, seems to be carefully compiled, and all those who wish to follow sport closely will find the Annual invaluable.

A SUBSTITUTE FOR DROSS OPIUM.

OPIUM FARMER'S DIFFICULTY.

Research by a Chinese has resulted in his finding a substance so nearly resembling opium dross as to deceive the Opium Farmer's tester. When this native was charged before Mr. J. R. Wood at the Magistracy on Tuesday with being in possession of a quantity of dross opium, the tester declared in the witness-box that the exhibits before the Court were what the charge stated them to be. As the defendant denied this, however, His Worship decided to remand the case and submit the dross to the Government Analyst for examination. It has since transpired that some other commodity has been pounded down, put into a cloth and boiled, and then put over a pot of boiling opium dross. Thus the steam of the genuine article passes into the substitute and gives it the smell and flavour of the real dross, and, as has been stated, even deceives the testers in their analytical examination. This substance is sold to the dross dealers, who mix it with their genuine stock and sell it to the Farmer. The Farmer is thus placed in a difficulty in connection with his dross business, and will probably have to go to the trouble of sifting this class of opium. When this discovery was made the charge against the defendant was withdrawn.

TELEGRAMS.

[Protected by the Telegraphic Message
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[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS".]

RAILWAY INTERESTS OF THE
POWERS IN CHINA.

QUESTIONS IN THE HOUSE OF LORDS.

LONDON, November 10th.

The Earl of Stanhope asked in the House of Lords yesterday, firstly, whether in view of the German claims to participation in the construction and financing of railways in the Yangtze provinces Great Britain had recognised Germany's claims to exclusive railway and mining rights in Shantung; secondly, whether in view of similar claims by Russia in the Yangtze region, the Anglo-Russian Convention of 1899 having reference to railways had been abrogated enabling the British to claim equal opportunity north of the Great Wall; and, thirdly, whether it was not advisable to determine the geographical limits of Japan's veto on Chinese measures to develop Western Manchuria and Mongolia.

Lord CREWE, in answer to the first question, said Great Britain had not given to Germany any assurance in the sense indicated. As to the second question, the participation of the Russians in railway enterprise in the Yangtze Region was confined to a loan unsecured by any mortgage on the line. The loan did not appear to contravene the Anglo-Russian Convention. The Government did not anticipate that similar British participation in railway enterprise north of the Great Wall would be the occasion of a protest on the part of Russia. It was important to remember the great change that had taken place in China since the Anglo-Russian Convention, and it was also important to remember that all new roads would be under the control of the Chinese Government. The answer to the third question was that as the matter stood it was entirely one for arrangement between China and Japan.

THE LORDS AND THE
BUDGET.

LONDON, November 10th.

The "Times" announces that the Opposition will move a resolution in the House of Lords stating that the issues are so serious that the House is unable to pass the Budget before the country has been consulted.

PEERAGE FOR SIR JOHN
FISHER.

LONDON, November 10th.

A peerage has been conferred upon Admiral Sir John Fisher, First Lord of the Admiralty.

MR. ASQUITH ON THE
OUTLOOK ABROAD.

LONDON, November 10th.

At the annual Lord Mayor's banquet at the Guildhall Mr. Asquith (the Prime Minister) said the foreign political situation was brighter than it was last year, and he knew of nothing in the way of a full and friendly understanding with Germany.

He referred in the course of his speech to the spontaneous association of the Government and people of England with Japan in her mourning for Prince Ito, her most illustrious statesman.

SIR SVEN HEDIN.

LONDON, November 10th.

The Honours List includes the name of Mr. Sven Hedin, the Swedish Explorer, who is made a Knight Commander in the Most Eminent Order of the Indian Empire.

FIRE BRIGADE COMPETITION.

GOVERNOR PRESENTS PRIZES.

His Excellency the Governor, who was attended by Captain Mitchell-Taylor, A.D.C., was present at the annual competition of the Fire Brigade held on the compound of the Central Police Station yesterday afternoon. There was also a small attendance of ladies and gentlemen, who happened to hear that the manoeuvres would be carried out that afternoon. There was a good muster of European and Chinese firemen, whose operations were performed under the observation of Mr. F. J. Dadeley, Superintendent of the Brigade, Captain F. W. Lyons, Mr. P. P. J. Wodehouse and Intelligence Officer Lane.

All the machinery of a fire brigade was brought into action, and the firemen gave an excellent exhibition, the competitions with flash box, hose and reel, hydrant and escape ladder being carried through in good time, and with the coolness, sureness and celerity which the calling of a fireman demands.

In the despatch box drill Fireman Cooper carried off the prize, while there were three divisions entered for the shield presented by the Hongkong and Kowloon Wharf and Godown Company. The competition for this trophy took the form of escape and other ladder drill, also an exhibition of life saving. The three divisions entered were in charge of Foreman Grant, J. Watt and M. Sullivan, and the shield was won by Fireman Grant's division for the third time. In the competition the escape ladders were run up to the second and third floors of the Station building, and while one fireman sealed these and descended with a dummy, another dashed up after him with hose ready for action.

At the conclusion of the competition, His Excellency presented the prizes, and as the recipients stepped forward to receive them cheers were raised by the firemen and spectators from all quarters of the compound. In addition to the shield Fireman Grant was presented with a handsome silver cup, and a few of the Chinese firemen received money prizes.

THE BANDMANN COMEDY CO.

To-night The Bandmann Comedy Co. open their season at the Theatre Royal and, as intimated in our advertisement columns, the piece to be presented will be "Mr. Froody and the Countess." We have already given some particulars of this very delightful comedy. We understand that the booking at Messrs. S. Montrie's magnificent and that crowded house is practically assured. The present Company is undoubtedly the strongest Mr. Bandmann has yet sent East, and we feel sure that the theatre-going public of Hongkong will have no cause to complain at the really excellent selection of plays to be presented. Their Singapore season has been a record one.

VOLUNTEER CAMP.

On Saturday the Hongkong Volunteers go under canvas at Custom's Pass in the New Territory for a period of eight days. Hitherto the annual camp has been held on Stonecutters Island, when the period of training extended to sixteen days. The proximity of the encampment enabled Volunteers to go to camp and yet attend business daily, but it has been decided this year that the camp should be conducted on more military lines. Naturally it does not permit Volunteers attending in such large numbers as formerly, as the greater distances does not allow them to get back to business, but it is hoped that the new arrangement will result in the greater efficiency of the Corps.

The Volunteers will leave by launch on Saturday afternoon and will arrive in camp at 4 o'clock. The Artillery, Engineer and Infantry sections will undergo a special course of training, the Artillery being engaged with the quick-firing guns and howitzers, the Engineers doing field work, and the Infantry taking part in tactical schemes.

Visitors will be allowed in camp on Sundays.

RUBBER INVESTMENT.

In the course of an article in the *Financial and Bullionist* a correspondent, after giving a long list of rubber investments, says:

The above tabular statement of probable profits may well tempt the most prudent of investors, and it is doubtful if in the world's history of commerce any other industry was ever in the position to estimate such results. Even the companies lowest on the list give every promise of dividends, averaging 10 per cent. during the next six years on their already high capitalisation, and the results are more likely to exceed than fall short of the above estimate. There is hardly one rubber company whose returns, and profits are not already greatly in excess of those estimated in their prospectuses, and when a company takes higher up in the list—such as Lingit—shows every promise of making a profit during the next six years which will enable dividends of 10 per cent. to be made on the already high capitalisation, or 120 per cent. on the original capital, and accumulate a reserve fund of one million pounds sterling, I think this a sufficient answer to the question which is often asked—namely, are not share values already too high? In my opinion, and in the opinion of everyone who knows anything about rubber, the answer to give to such questions is short but emphatic. There never was a time when the shares of the rubber companies held out such promise as they do at present.

PENANG'S INTERPORT SCORE.

The Penang team fired on the 31st ult. in the Interport Rifle Match and made a total of 875. The detailed scores were as follows:—

Lieut. Cuthbert	100
Pte. Murray	94
Serjt. Southam	92
Serjt.-Major Bayers	91
Capt. Wilson	87
Lieut. Nicholson	85
Capt. Allan	85
Col. Serjt. Hunt	84
Loc.-Corpl. D'Oliveiro	77
Pte. Graham	75

THE AUTAU MURDER.

The hearing of the case in which two Chinese were charged with murdering an Indian Serjt. and an Indian constable near Autau in the New Territory was concluded before Mr. J. R. Wood at the Magistracy yesterday.

Mr. F. B. L. Bowley, Crown Solicitor prosecuted.

One of the accused, Wa Ngai, has been committed for trial already, and another is held by the Chinese Authorities at Nantun.

The other prisoner, Mak Tin Fuk, yesterday elected to enter the witness box and make a statement. He said that on the morning of August 20th he met five men sitting at the Lam Tuen Gap. One, Leung Fuk, asked him where he was going, and on his replying he was asked to sit down. After sitting for half an hour he observed two policemen approaching the Gap from the road. They were accompanied by a coolie who was carrying money. The five men rose, but defendant was asked to remain seated and to call out if he saw anyone approaching from the direction of Tai-po. The men, four of whom were armed, went down the Gap. They returned after an absence of twenty minutes, and defendant observed that all the men carried packages. He asked what they were carrying, and the reply was, "Money." He asked Leung Fuk where they had obtained it, and the latter said: "Don't you know, didn't you see the policeman carrying the money up?" Then he told the defendant that they struggled with the policeman and took the money. Witness got up and ran away, and saw the five men walk off along the hillside. Later, defendant saw Leung Fuk take the money into a house. He unfastened the package, gave witness \$12 and told him not to say anything. He remarked that if in future days anyone knew anything about it, it would be because he had been talking. After the money has been divided defendant saw one of the men put the wrappings and papers into the oven. Then they went their different ways. Three or four days later one of the men took a revolver to his house and asked him to take it away and sell it. Witness looked at it and asked if it was not a Government revolver, and one which they took from the other men. He said it was, and defendant asked him to take it back, remarking that he could not sell it for him. The caller told him he was going to Tai-po, and would leave the revolver with him. He replied that that would not do, as it was not lawful, and advised him to take it somewhere else.

Prisoner then asked his Worship to let him say what he wanted to say, so that he might die peacefully.

His Worship—Have you anything more to say?

Prisoner—Yes, I have plenty more to say. The Prisoner then stated that he came from a village to the other men, and was falsely accused. When the other men were arrested, if he had been connected with the affair he would have departed. He was not arrested for a fortnight after the other men. He did not kill the policeman, or go to the Gap with that intention, so he did not fear to remain at his house. The other men, who were from a different village, would not say that their clansmen or cousins were in the affair.

In cross-examination prisoner said he had been a cook on a steamer. He did not report the robbery and murder to the police because he did not know the custom. Besides, he had been given \$12 to keep quiet.

Accused was committed for trial.

RING IN THE NEW.

Already our thoughts are directed towards Christmas and all that it means. The Post Office reminds us that parcels for Home should be posted this week to secure delivery in time, but the less tangible tokens sent to distant friends to tell them they are not forgotten have yet to be chosen for transmission by the mails during the next fortnight. That being so, it hardly seems necessary to tell the ordinary reader of the marvellous creations which bear the name of Raphael Tuck and Sons. We have received the annual review parcel from this firm, and must confess that we find the collection more bewildering than ever. While its predominant feature is artistic beauty, its variety shows marvellous fertility of design and is a never-failing source of pleasure. The bells is the dominant note of this year's collection—a truly happy inspiration—and few prettier symbols of the time of goodwill and peace to all men than these could well be employed to convey the greetings of those who wish to remember old friends and old days. There are no fewer than 4,000 new designs in Christmas and New Year cards, while the famous Oleto series of postcards is still deservedly popular. An interesting feature in the puzzle picture postcard, a novelty which should be appreciated. The books for the young folks are delightful productions, the calendars most artistic, and the entire collection shows that the high standards set by the firm are fully maintained.

CHINA AND WESTERN EDUCATION.

The Shanghai correspondent of the *Cologne Gazette* writes: "Germans from supposing that because the Chinese have contributed 40,000 taels towards the foundation of a German high school at Tientsin, and have agreed to pay for ten years 40,000 taels annually for its upkeep, Germans are looked upon with special favour by the Chinese authorities. There is always money, he explains, to be got from the Chinese for schools. Merchants realise the advantage of having their sons educated on the spot, and it is not to be imagined that in the case of the Hongkong University, for instance, it was affection for England which led the Chinese to contribute so handsomely.

At Tientsin the Germans could have obtained much more than they did if they had wanted it, and the Chinese will certainly come forward willingly if in the future further financial needs arise.

SUPREME COURT.

Wednesday, 10th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPETZ (JUDGE).

A MESS BILL.

The Hung Cheong firm of compradores, Kowloon, brought an action against John Robertson, of Messrs. Shewan, Tomes & Co., to recover \$7456, being balance alleged to be due for goods sold and delivered. Mr. Reader Harris, from the office of Messrs. Wilkinson and Grist, appeared for plaintiffs, while defendant was represented by Mr. J. H. Gardiner.

Mr. Harris said the claim was for half a mess account during the months of August and September. Defendant had had dealings with plaintiffs since February last and the accounts were paid till the end of July. Mr. Robertson was away during June and July, and the mess bills were paid during that time by Mr. Turner. At the end of August the account was rendered to Mr. Robertson, who wrote to plaintiffs asking that the bill stand over for a month. Goods were supplied during September, and at the beginning of October application was made for payment. Defendant then told plaintiffs that Mr. Turner should have paid the account, as he (defendant) had paid his share to Mr. Turner. On enquiry being made it was ascertained that Mr. Turner had left the Colony. The books, however, showed that the account was against Mr. Robertson, and they looked to him for payment. Mr. Turner had paid two months simply because Mr. Robertson was away. Plaintiffs were only claiming half the account, although they would have been entitled to claim the full amount, as Mr. Turner had not paid his share.

The managing partner of the plaintiff firm gave evidence bearing out the statement made by his solicitor. Under cross-examination he admitted that the characters on one of the books produced was the "Turner mess account," and another book showed the entry "Robertson private account."

Mr. Gardiner stated the case for the defence. Defendant said he took a flat and Mr. Turner came to live with him, practically as his lodger. By the end of May Mr. Turner owed him \$300 and on June 4th defendant suggested, as he was leaving the Godown Company, and had no prospects, that Mr. Turner should do something to repay him. It was arranged that Mr. Turner should take over the establishment, defendant paying him \$100 monthly, from which \$25 was to be deducted in repayment of the money owed by Mr. Turner. Witness then sent out to the tradespeople informing them that Mr. Turner would in future be responsible for the accounts. When he went to Deep Water Bay he paid half the rent and the servants' wages, but Mr. Turner paid for the food.

Cross-examined—He did not send a bill book with the bill to plaintiffs and had no knowledge beyond the messenger's statement that the bill was received.

Mr. Harris contended that if defendant had wished to escape liability he should have sent an explicit notice to plaintiffs that he would be no longer liable, instead of merely intimating that the accounts should be sent to Mr. Turner. His Lordship reserved his decision.

CHURCH MISSIONARY SOCIETY.

BAKTER SCHOOLS BAZAAR.

The annual sale of work in aid of the C. M. S. Baxter Schools, or Fairies, as it is better known, took place yesterday afternoon at the City Hall. There was a large display of work of more than ordinary merit, and as it was tastefully arranged, the interior of the Hall presented a pleasing aspect. The ladies who took charge of the various stalls were:

Refreshment stall—Lady May, Mrs. Lyon, Mrs. Gresson.

Fancy stall—Mrs. Lander, Mrs. J. Hastings, Mrs. Balesley.

Pictures and frames stall—Mrs. Bell, Miss Penruddock, Mrs. Edo, Mrs. Bedford.

Fancy stall—Mrs. Tucker, Miss Bryer, Mrs. Walker.

Japanese stall—Miss Haselard, Mrs. Waller, Mrs. Baker.

Fancy stall—Mrs. Hutton Potts, Misses Hutton Potts, Mrs. Timothy Wright.

Dolls stall—Mrs. Beck, Mrs. Edkins, Mrs. Pinkney.

Children's clothes stall—Mrs. Lammert, Mrs. Seth.

Woolen stall—Mrs. Thomson, Mrs. Piercy, Miss Hancock.

Toys and sweets stall—Misses May, Misses Lander, Miss E. Hastings.

One dollar stall—Miss Armstrong, Miss Wallace.

Grab bag—Miss Pearce, Miss Barker.

The opening ceremony took place at three o'clock, when H. E. the Governor attended. There were also present: His Lordship Bishop Lander, and a number of clergy.

The proceedings having been commenced with a Collect, the Bishop said that all present were aware that the sale was on behalf of the Church Missionary Society School, one of the oldest institutions in the Colony, and one that was so popular that it did not need advertising to secure a brisk sale. They were all delighted that His Excellency had kindly come to open the sale, and without further delay he would ask His Excellency to do so.

His Excellency—Ladies and Gentlemen—I have very much pleasure in announcing the sale to be open, and everyone is at liberty to purchase as much as they like at once. (Applause.)

The ladies at Fairies wish to thank His Excellency the Governor for opening the sale, the Harbour Master for the use of flags, and the ladies who conducted the sale.

CORRESPONDENCE.

CHRISTIAN SCIENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—It is possible that Mr. Paget's bitter attack on Christian Science, as reported in your issue of the 9th inst., was made in good faith. It may be that he genuinely believes what he says and is merely prevented by prejudice from ascertaining what Christian Science really means and is doing. None are so blind as those who will not see. Nevertheless, it is not right that a man in Mr. Paget's position should permit himself to make wild statements which are so totally at variance with facts.

The cures of all manner of sickness and all manner of disease, both organic and functional, which Christian Science is daily effecting are beyond cavil, and are now acknowledged by all acquainted with the facts. Doctors themselves are in many instances testifying as to these cures and several have abandoned the profession of medicine in order to devote themselves to Christian Science healing. I am prepared to substantiate my statements.

The vast majority of people who turn to Christian Science for relief do not do so until the doctors have declared that they are unable to effect a cure. That Christian Science generally proves efficacious in such cases is the verdict of an ever-increasing multitude of people from all parts of the world, many of whom have been raised from their deathbeds to speedy health. For one child that dies in spite of Christian Science treatment, and the account of which is announced with sensational headlines in the Press throughout Europe and America, there are thousands that owe their daily good health solely to Christian Science; but in these latter the Press is not interested.

It is reported in Mark vi: 4, that in a certain district Jesus "could there do no mighty work, and He marvelled because of their unbelief." That Christian Science practitioners are not more uniformly successful is in many instances a matter for which the world has itself to thank.

That the Church Congress should annually be the scene of these bitter attacks on those who are striving (however imperfectly) to obey our Lord's command to "preach the Gospel and heal the sick" may well arouse wonder among those unacquainted with history. The Chief Priests crucified our Lord because the theology he taught was at variance with the orthodoxy of that day, and since then every reformer has suffered persecution at the hands of the Church. To-day it is the turn of Christian Science, but, thank God, the light which has now broken forth neither Church nor State can quench.

Jesus said, "All these things that I do can ye do also," and Christian Science is proving His words to be true. Heaven and Earth (all mortal and material concepts) will pass away, but His words will not pass away till all are fulfilled.

In conclusion, I would say that Christian Scientists have the deepest respect for the noble men and women of the medical profession, and never in the history of the movement has any genuine Christian Scientist made any attack on them. On the other hand, attacks on Christian Science are constant, and such attacks as that by Mr. Paget are unworthy of a great profession. I am, sir, your obedient servant,

H. F. T. FISHER, Major, Army Service Corps.

THE NEW CHINESE OPIUM REGULATIONS.

Mr. Laidlaw, in the House of Commons, last month, asked the Secretary of State for Foreign Affairs if a representation was made by his Majesty's Consul-General at Canton to the Chinese authorities for the release of a Chinese opium merchant imprisoned in connection with the new opium regulations; if so, at whose request; what was the result; and did his action have the approval of the Foreign Office.

Sir E. Grey—I have received a report stating that a representation was made by the Acting British Consul-General at Canton, pointing out that the arrest and imprisonment of a Canton dealer of the wholesale trade by the Opium Bureau contravened the assurances given by the Chinese Government that the regulations would not interfere with the opium trade. The Consul-General would appear to have acted on his own initiative. I am not yet aware of the result of these representations. The action of the Acting Consul-General at Canton has the approval of the Foreign Office. It does not imply any modification of the attitude of his Majesty's Government with regard to the progressive reduction of the import of opium.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 10th at 6.30 a.m.—Signals lowered. At 12.20 p.m.—The barometer has risen quickly over N. China, and a moderate rise has taken place over S. China and the Philippines. The returns from Indo-China are lacking, but probably the typhoon has passed into the S. part of the Gulf of Tonkin.

The barometer has fallen rapidly over Japan, a depression having reached E. Japan from the Westward.

Indian anti-cyclonic area now lies over N. China, and gradients are steep along the coast.

Heavy monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N. to N.E. Hongkong & Neighbourhood: winds, strong; fair, squally.

Formosa Channel: Strong N.E. gale.

South coast of China between Hongkong and Lamoo: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 2.

SPORTING NOTES.

FOOTBALL.

At least the Buffs are ousted from their position at the top of the League table, a position they have occupied since the first match of the competition held in November, 1908. The game was one of the finest I have seen in the Colony, and with a view to getting the most able and unbiased opinion available, I interviewed the Rev. J. T. Hales, who is at present in Hongkong en route for Tientsin, where he goes as Chaplain to the Forces. The reverend gentleman was Hon. Secretary of the Army Football Association, and also President of the Kent Football Association for several years prior to his leaving for China. In the course of the conversation, the genial person expressed his surprise at the high standard of the play in the game he had witnessed, especially under the trying climatic conditions. The defence of the Buffs was in his opinion, quite up to the standard of the average military team at home, and the attack of the Buffs was much better than anything he had expected to see east of Suez.

Recollecting that in my notes of last week I ventured the opinion that the Buffs were not keeping up their early season form, the result did not come as a surprise. Comment was made on the fact that the game extended three minutes over the allotted time, but this was due to the alteration of the rule which necessitated the making up for time wasted during the game, and the Buffs in benefiting by this alteration to the rule had patience rewarded, as there can be no doubt that without the penalty they were value for a goal in the earlier stages. It is perhaps well for the competition that the Buffs did win, as the ultimate issue is now a very open question.

Goal scoring was the order of the day in the R. E. Naval Yard match. The Yards, having now broken their duck, so far as goal scoring is concerned, might easily be a team which would have to be reckoned with, and it is to be hoped that we shall soon see them get back to their form of last season. The Sappers seemed for a long time to be suffering from an attack of the "tired feeling," but of course there was every excuse for them not taking the usual interest in the game, as most of them leave for home on the *Reva*, which sails on the 17th inst.

Great interest was taken in the match on the Club ground, this being the first meeting of the two clubs as at present constituted. No one could gainsay the fact that the visitors deserved their win, but the absence of any attempt at combined effort on the part of the Club no doubt contributed largely to their downfall.

All four second division matches were played off on Saturday, a peculiar feature of the results being that the losing teams failed to score. On the other hand, the scoring was not heavy, which would give one the impression that the teams were very evenly matched.

B.O.C. achieved a performance worthy of note by defeating the gunners at Lyman, but selfishness on the part of several of the players still retards the progress of the team in general.

The exposition of the game by the Moslems showed that they thoroughly understand the finer points of the game, but weight will prevent them from making much impression on the Military teams.

Lunatics have yet to register their first win this season, and as they meet A. Coy. on Saturday, will, I am afraid, have to wait yet another week, as the soldiers are a more scientific as well as heavier team.

The alteration of the football rules enabling referees to extend time in order that a penalty kick may be taken, that is, if the offence takes place within the regulation time, raises points which our local referees would do well to come to some understanding on, as some may crop up in any game. The points are:—(1) If the ball strikes the uprights or crossbar, would it be a goal if another player from the rebound put the ball into the net? (2) If the ball striking the uprights or crossbar rebounded on to the goal-keeper, and then into the net, would it be a goal?—that is, in the event of the kick taking place during additional time being played for the purpose of taking the penalty kick.

LEADING GOAL SCORERS.

Taylor, Buffs	(5)	12
Watts, R.G.A.	(4)	7
Brown, Kowloon	(5)	7
McGrath, R.F.	(5)	5
Brewster, Luffs	(5)	5

Numbers in parenthesis indicate matches played.

REFREE.

CRICKET.

As was prophesied last week the weather clerk has been kind to us and pitches are beginning to improve all round. The test match on Saturday was productive of some good cricket. For the Probables Turner scored 54 and retired after playing a rattling good innings. It is likely that he will be top-scorer for his side in the interport matches. Hutcheson made a nice 45. He appeared nervous as usual for the first two overs, but after that his driving was refreshing to watch. He, too, should prove useful during the coming matches. Baird gave a chance before he was scored, but afterwards settled down to safe cricket, and on present form might be considered one of the best all-round players in the Colony. Pearce is apparently keeping in good form, and scored 25 in correct style. The brothers

Oliver did well, and took certainity for a place in the selected eleven. Garnett scored the only duck's egg for his side, but compensated for this by scoring 5 wickets for 25 runs. His bowling should prove very effective against the visitors.

Bird, as usual, bowled well, though his average 3 for 52, was not brilliant. The analysis shows 22 overs at a cost of less than 24 runs per over, which demonstrates his staying power and ability to keep down runs. He is truly a useful trundler for any side. For the Probables Edwards scored 41, playing a much better and steadier game than in the earlier matches. Elborough was good behind the wickets, and it is rather unfortunate that he did not bat. Bagnall's trundling appeared to beat the batsmen quite often.

The evening practice last week was lived up to by a game on the pitch, which gave trundlers and fielders much better practice than they get at the nets. It is to be hoped that these games will be continued.

It is said that Harry Hancock does not intend to play in the interport matches nor does Fowler, who leaves for Home on Saturday. Hongkong are without some of their best material, but it is not unlikely that with a little luck they may not fare so badly after all.

LEAGUE CRICKET.

The Royal Engineers again showed their quality in a match against Craigengower. Their innings started badly, two ducks being registered for the opening wickets, but Power again did well and stopped what threatened to be a clean sweep. Captain Addison was top-scorer with 30 to his credit. The total, 92, was not a hard one to beat, but the home team could make no headway against the bowling of Keane and Osmu. The latter has improved on last year's form, when he played with Craigengower team. The total score of the defeated side reached 30 and included six "blobs."

Police met Kowloon at the Valley and were unfortunately short of their best bats. Edwards and their best bowler, Kerr. They lost with one minute to go for time; it was obvious that they were playing for a draw. Kowloon's score, 125, was evenly contributed to by all the batsmen with two exceptions. Robinson was top-scorer with 19 to his credit. King was bowling well for his side, and secured 5 wickets for 31. Brewer did particularly well for Kowloon, getting 8 wickets at a cost of 22 runs. Kowloon may "buck up" now, and there is no reason why they should not do really well with the material at their disposal.

UNPIRE.

LEAGUE CRICKET.

BUFFS V. ENGINEERS.

These teams met yesterday afternoon in a League match. The most remarkable feature of the match was the excellent bowling on both sides. The Buffs won by 63 runs to 45. Captain Addison for the Sappers made the best stand of 100, and judging by his performance with the bat, and in the field, looks a likely candidate for interport honours.

	B.	E.
Corp. McGregor, b. Lines	3	0
Corp. Harris, b. Baird	0	0
S. Sgt. Power, b. Baird	0	0
Capt. Addison, b. Baird	16	0
Corp. Osmu, b. Baird	0	0
Corp. Campbell, not out	4	0
Corp. Taverne, b. w. b. Lines	0	0
S. Sgt. Keane, bowled Lines	1	1
Corp. Palmer, not out	0	0
Corp. Harrison, b. Farrow b. Baird	0	0
Corp. Sturdy, bowled Baird	0	0
Extras	4	4
TOTAL	45	125

	B.	E.
Capt. Baird	9	2
Lines	9	1
TOTAL	18	3

	B.	E.
Lt. Lines, c. Sturdy b. Osmu	12	0
Lt. Norman, b. Osmu	10	0
Lt. Anderson, c. Addison b. Osmu	14	0
Lt. Hart, b. Osmu	0	0
Lt. Lines, b. Osmu	0	0
Cpl. Winder, b. Osmu	0	0
Sgt. Wallis, b. Taverne	3	0
Cpl. Miller, c. Palmer b. Osmu	0	0
Cpl. Baird, not out	0	0
Capt. Baird, b. w. b. Osmu	23	0
Extras	1	1
TOTAL	63	1

BOYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for on the Happy Valley from 6th to 8th November, with the following results:—

	Gross.	H. exp.	Nett.
P. H. Holyoak	95	18	81
A. W. Walkinshaw	83	18	65
F. Grosse	101	18	83
C. E. H. Beavis	87	3	84
H. Pinkney	98	12	86
J. Hooper	106	18	88
A. F. Daakwood	109	18	91

POOL.

	Gross.	H. exp.	Nett.
A. W. Walkinshaw	82	18	64
F. Grosse	101	18	83
A. P. Daakwood	101	18	83
C. E. H. Beavis	87	3	84
C. R. Satterthwaite	92	7	85

BOXING.

The boxing tournament to be held at the V.R.C. will take place on Saturday night, not on the 15th instant as previously announced.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Eldon's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. For Specialities for the Skin are the study of A. S. Watson & Co. Ltd. Sole Agents.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

October 15th.

THE COTTON CROP.

The steady deterioration in the condition of the American cotton crop—the stand at the end of September being, according to the Agricultural Bureau in Washington, 58.5 per cent, compared with 69.7 at the corresponding date last year, and with 63.7 at the end of August—is causing serious apprehensions in spinning circles all over the world. The receipts at the ports and in the interior are, it is true, the largest on record, but the firmness of southern holders and the success which has so far attended the efforts of the bull clique in the States to force up prices, go far to show that the belief is pretty general, not only in that country but elsewhere as well, that the yield will be a short one, although it is to be hoped not to the extent the present stand would seem to indicate. Within the last few days reports of killing frost in the cotton belt, to which a certain amount of credence is given, have increased the feeling of uneasiness and have caused a fresh advance in prices. The Committee of the International Master Cotton Spinners' Federation which met at Frankfurt-on-Main on the 5th inst., plainly recognising the danger, for their report issued they say that, having given careful consideration to the various communications addressed to them by leading members of their association and by the Arkwright Club of Boston (Mass.), they have come to the conclusion that the spinning trade is at present in a precarious state, for whilst the rapid advance in the price of cotton has reduced the working margin to such an extent that many mills are actually running at a loss, the stocks of the raw material, visible and invisible brought over from last season, are not such as, even should the splendid prospects of the crops in India and Egypt be fully realized, would justify the belief in an adequate supply should America fail us. The rise in the value of cotton in the last six months they state to be equal to about 50 millions sterling on the entire American crop, of which about 50 per cent. has to be borne by the trade in Europe and the balance by that in the States. They therefore strongly advise a continuance, if not an extension, of "short time," in the interest both of spinners and consumers, but it seems extremely doubtful whether this will be carried out, as with the improvement in trade everywhere, the greater purchasing power of the public owing to the abundant harvests in nearly all countries, the natural increase of the world's population and the opening up of new markets, the demand for cotton goods is more likely to grow than to decline. They may be right who say, like the *Liverpool Daily Post and Mercury*, that "spinners, under present circumstances, would be much wiser, were they to talk yarn up rather than talk cotton down."

THE SHIPPING TRADE.

The following figures taken from the "Hamburger Beilage" for the month of September confirm what I said in my last letter concerning the fact that paper there were entered unwarmed in registered tonnage net:—

	September.	Jan. to Sept. incl.
1909	19.8	19.8
Hamburg	1,100,227	1,003,131
Bremen	576,635	548,987
Antwerp	393,385	267,067
Amsterdam	91,535	91,991
(gross)	2,061,842	1,905,116
(net)	1,100,227	1,003,131

The two principal ports, Hamburg and Antwerp, still show a falling off for the first nine months of the present year, compared with the same period in 1908, but if the improvement continues at the same rate during the next three months as in the last two or three, the total at the end of December may be expected to surpass that of last year considerably. The rates, however, still leave much to be desired in consequence of the keen competition between the different lines. Emigration from the two ports of Hamburg and Bremen has been double of what it was last year, the numbers being:

	September.	Jan. to Sept. incl.
1909	1608	1908
From Hamburg	13,250	9,717
From Bremen	8,550	7,228

whilst the demand for cabin berths has, as previously stated, been most satisfactory.

The raising of the official rate of discount by the Reichsbank to 4 per cent. has been followed by the advance of the rate of the Bank of England from 2½ per cent. to 2 per cent. last week and to 4 per cent. yesterday, and by a further rise in Berlin, Dresden and Munich to 5 per cent. on the 11th inst. The effect on the stock markets has been, if anything, favourable, being regarded as a precautionary measure imposed by the increased demand for money consequent upon the revival of trade, and the requirements of the importers of American produce, which latter may be expected to be unusually heavy owing to the high prices ruling for most articles. It will, it is hoped, tend to check a further unhealthy development of the speculative movement on the stock exchange; and, it is said, are already cautioning their clients not to follow blindly the advance in the price of securities.

THE GROWING WEALTH OF GERMANY.

A proof of the growing wealth of the country is furnished by the assessment returns of the income tax in Prussia for the present year. Notwithstanding the depression in trade in 1908 the number of persons assessed has risen in the towns from 10,459,950 to 11,227,550 and from 8,164,826 to 8,841,153 in the rural districts, or altogether from 18,624,776 to 20,068,708, an increase of 1,443,932 contributors, whereas the increase in the population is barely 600,000, viz., 38,026,555 against 37,467,246 last year. Only 18,823,834 persons were exempt from tax, their incomes being below M. 500 per annum so that, roughly speaking, half the inhabitants

FAMILY'S FEARFUL SKIN TORMENTS

Four Children Covered with Torturing Eczema—Mother Blind with Erysipelas, Sleepless and Nearly Mad with Worry—Hospital Seemed Their Last Resort when

CUTICURA CURED THEM ALL IN THREE WEEKS

Cuticura Soap and Ointment have absolutely cured me of a serious attack of erysipelas, and my four children of eczema in a bad form. The trouble began with my son, Harry, aged ten, who had some places on his face and his whole body was simply covered with sores. These sores started in the form of lumps which used to break and run matter, and then leave nasty raw places. I tried many things but to no purpose. Then I bought Cuticura Soap and Ointment, and the very first application worked wonders. I was simply amazed at their healing power. They cured me within three weeks and there is not even a mark now to show the terrible skin-torture I suffered. I did not lose any time in trying the effect of the Cuticura Soap and Ointment on each of my four children's eczema, and in every case the cure was as perfect as my own. They were all quite well again in a few days. I was Mrs. Jeanne Smith, 19, Midway Rd., Stamford, Essex, Eng., Nov. 28, '08.

Cuticura Soap and Ointment have absolutely cured me of a serious attack of erysipelas, and my four children of eczema in a bad form. The trouble began with my son, Harry, aged ten, who had some places on his face and his whole body was simply covered with sores. These sores started in the form of lumps which used to break and run matter, and then leave nasty raw places. I tried many things but to no purpose. Then I bought Cuticura Soap and Ointment, and the very first application worked wonders. I was simply amazed at their healing power. They cured me within three weeks and there is not even a mark now to show the terrible skin-torture I suffered. I did not lose any time in trying the effect of the Cuticura Soap and Ointment on each of my four children's eczema, and in every case the cure was as perfect as my own. They were all quite well again in a few days. I was Mrs. Jeanne Smith, 19, Midway Rd., Stamford, Essex, Eng., Nov. 28, '08.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter, THE MANAGER, Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 11th NOVEMBER, 1909, commencing at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Co.'s Godown, No. 18 (Kowloon), (FOR ACCOUNT OF THE CONSIGNOR), 577, E. L. S. PAPER, Messrs or Less Damaged or a.s. "SILVIA." Terms—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 11th November, 1909. [1405]

NAVIGAZIONE GENERALE ITALIANA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

I. Steamship

"CAPRI"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 20th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which time they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 10th November, 1909. [14]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, and in this Colony, in exchange for sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. TO-DAY (THURSDAY), the 11th November, 1909.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE, Lt.-Col., A.P.D. Treasury Chest Officer.

Hongkong, 8th November, 1909. [1403]

DIRECCAO DAS OBRAS PUBLICAS DE MACAU

ANUNCIO

(2.ª parte)

FAZ-SE PUBLICO QUE, no dia 27 do proximo mes de novembro, pelas 2 horas da tarde, na Secretaria da Direccao das Obras Publicas e perante a comissao a que se refere o Artigo 15.º das "Instrucoes para adjudicacao de obras publicas e do fornecimento de materiaes nas provincias ultramarinas", se procederá a arrematacao em hasta publica da empreitada geral da obra "Construcao da Nova Cadeia Civil", da collina de S. Miguel.

O programma do concurso, o caderno de encargos e o projecto, acham-se patentes na Secretaria da Direccao, onde podem ser examinados, todos os dias uteis, desde as 10 horas da manha até as 4 da tarde.

A base do licitacao é de \$45,774.90.

Para ser admittido ao concurso é necessario provar o deposito da quantia de \$1,145.00 na Agencia do Banco Nacional Ultramarino, como caiza do Thesouro, feito á ordem de S. Ex.ª o Governador da provincia.

Esse deposito será effectuado por meio d'uma carta de credito da Thesouraria e a via da mesma na Reparticao Superior de Obras Publicas em Macau, 18 de outubro de 1909.

O Engenheiro Director, A. P. DE MIRANDA GUEDES, [1404]

A LONDON FIRM (ENGLISH) of 20 Over years' standing and experience, in the Eastern Trade, wish to extend their business, and offer their services as BUYING and SHIPPING AGENTS for all classes of European goods, on moderate commission basis. Highest Bank references given and required. Write—

"MERCHANT," Care of Street's, 1398]

30, Cornhill, London, England.

WANTED.

OFFICE FURNITURE and Sample Stands, Second-Hand.

Offers to—

Box 1327, Care of "Daily Press" Office, Hongkong, 10th November, 1909. [1402]

PUBLIC COMPANIES

NOTICE.

CHINESE ENGINEERING & MINING CO., LIMITED.

A FINAL DIVIDEND OF ONE SHILLING AND SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1909.

COUPON No. 13 is Payable on 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBLE, Agent.

Hongkong, 30th October, 1909. [1360]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 65, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subject of the resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions—

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 66 the word "Three" shall be substituted for the word "Ten."

NG LI HING, General Manager.

Dated the 15th day of October, 1909. [1316]

NOTICE.

I HAVE This Day commenced practice as an ARCHITECT and CIVIL ENGINEER with Offices at the undermentioned address—

COLBOURNE LITTLE, Fellow of the Royal Institute of British Architects, 18, Bank Buildings, Queen's Road Central, Hongkong, 1st November, 1909. [1364]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Seaman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

FOR SALE.

DERRINGTON, PEAK ROAD No. 3. For Particulars apply to—

C. SCHROTER, King's Buildings, Ltd., Hongkong, 1st September, 1909. [1140]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc. TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

3, Duddell Street. [50]

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & Co., 14, Queen's Road Central, Hongkong, 2nd November, 1909. [41]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$5. \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co, Hongkong, 26th October, 1906. [1514]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. WITH CHAMBER for 8 CARTRIDGES FIRING & SHOTS in 2 SECONDS.

STIEMSEN & Co, Hongkong, 6th March, 1907. [47]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS: MITSUI BUSSAN KAISHA, [1122]

ENTERTAINMENTS

THEATRE ROYAL.

COMMENCING:

TO-NIGHT

THURSDAY, NOV. 11.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

No. 1

COMEDY Co.

IN ALL THE GREATEST AND

LATEST LONDON SUCCESSES.

THURSDAY, 11TH NOVEMBER.

For the first time in Hongkong.

The Latest London Comedy Success

MR. PREEDY AND

THE COUNTESS.

Now Crowding the Criterion Theatre, London.

FRIDAY, 12TH NOVEMBER.

Gerald De Maugher's Great Play

RAFFLES

SATURDAY, 13TH NOVEMBER.

Cyril Maude's Greatest HIT

THE FLAG

LIEUTENANT.

PRICES: \$3, \$2 & \$1.

Seats may now be booked at—

MOUTRIE & Co.

Doors Open 8. Commence 9.

Late Train to the Peak after Performances. [1380]

THERE WILL BE A

GRAND CONCERT

(In Aid of the RENOVATION SCHEME of the SAILORS' and SOLDIERS' HOME)

By the Band of the

2ND CAMERON HIGHLANDERS,

ON

MONDAY, NOVEMBER 15TH,

AT 9 P.M.

Book early at MOUTRIE & Co.

Hongkong, 4th November, 1909. [1384]

ST. PETER'S

CHURCH.

WEST POINT.

ORGAN RECITAL.

ON

FRIDAY, NOVEMBER 19TH, 1909,

AT 5.30 P.M.

By Mr. GEO. SPURRIER, Organist.

Collection in Aid of the Organ Fund. [1399]

TO LET.

OFFICES TO LET.

2 ROOMS, on 1st Floor: Hotel Mansions, from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON, Alexandra Buildings, Hongkong, 6th September, 1909. [1171]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st November, 1909. [1340]

TO LET.

No. 2, KIMBERLEY VILLAS, Kowloon.

Apply to—

SPANISH PROCUATION, Seymour Road, 2, Hongkong, 30th October, 1909. [1361]

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN, Two Extensive Two-Storey Semi-Detached Godowns: Ground Surface of Cement Concrete.

No. 14, PRAYA, KENNEDY TOWN, One Extensive Two-Storey Godown.

All are in First-Class Condition, suitable for storing Rice, Flour, etc.

Rents moderate.

Apply to—

DAVID SASSOON & Co., LD., Hongkong, 8th November, 1909. [1396]

TO LET.

No. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZER, 9, Peddar's Hill, Hongkong, 14th August, 1909. [1073]

TO LET.

No. 2, OLD BAILEY: Possession from 1st December.

Apply to—

ARRATON V. APCAR & Co., 14, Des Voeux Road, Hongkong, 5th November, 1909. [1388]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co., Hongkong, 20th September, 1909. [911]

TO LET

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO, 35, Queen's Road Central, Hongkong, 7th July, 1909. [936]

STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st November, 1909. [93]

TO LET.

WINDSOR LODGE, Kimberley Road, Kowloon. Five-Roomed House with Tennis Court and Small Garden.

FOUR and FIVE-ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area: 85,200 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 4th November, 1909. [1258]

TO LET.

DUNHAVER, 33, ROBINSON ROAD, 52 and 59, CAINE ROAD.

Apply to—

HO U MING, 81, Queen's Road Central, Hongkong, 4th November, 1909. [1177]

TO LET.

A HOUSE in Wong Nei Chung Road.

A HOUSE in RYTON TERRACE, BEMOOR, Conduit Road.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS, 1st Floor, EAST, BLUE BUILDINGS and No. 15B, Des Voeux Road next to the HONGKONG HOTEL.

PLATS in MORETON TERRACE, Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st November, 1909. [97]

TO LET.

No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 8, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ROOMS, College Chambers, No. 81, Wyndham Street.

DAVID SASSOON & Co., Ltd., Hongkong, 15th September, 1909. [1054]

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMKIN, CANTON, now in occupation of the Kowloon Railway.

THE HYRLE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 25, SHELLEY STREET (new House), GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

TOP FLOOR—For Office, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 23rd October, 1909. [1100]

TO LET.

No. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, 31st May, 1909. [897]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st November, 1909. [818]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 29th May, 1909. [97]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... 1,125,000

PAID-UP ... 552,000

RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months ... 4 per cent.



GROWING HAIR BY THE CALENDAR.

Watch the Calendar for a Week and See How Rapidly Your Hair Will Grow with Only Seven Days' "Harlene Hair-Drill."

ALL THE MATERIAL AND INSTRUCTIONS NECESSARY FOR CARRYING OUT THIS VALUABLE TRIAL TEST SENT FREE BY REQUEST.

The popularity of "Harlene Hair-Drill" is largely due to the rapid results it gives. "Harlene Hair-Drill" grows beautiful hair in a week—it stops hair from falling out in four days. There has never been anything to compare with "Harlene Hair-Drill" so far as its practically instantaneous action in developing the beauty, colour, and luxuriance of the hair is concerned. A week's trial of "Harlene Hair-Drill" convinces everyone of the almost magical effect of the new method in growing new hair upon bald or thin patches, in restoring the lustre and colour to grey or faded hair, in removing dandruff, in increasing the lustre and glossy luxuriance of "Woman's crowning glory."

Produce the rules for "Harlene Hair-Drill" as drawn up by Mr. Edwards, the eminent Royal and Court Hair Specialist, and discoverer of "Harlene-for-the-Hair," and you can literally watch your hair growing thicker, and longer, and more beautiful. You can grow hair by the calendar—a calendar, only seven days long. Test this for yourself. Try it for a week. If you accept the offer given here to-day you can test the merits of the "Harlene Hair-Drill" at Mr. Edwards' own expense. Fill up the coupon given below and send it, together with three pence in stamps to cover the carriage, and you will be sent in return, free of any charge or obligation, a supply of "Harlene" sufficient for a week's "Harlene Hair-Drill," together with a book containing the full directions for the best of all methods of cultivating the beauty and strength and health and luxuriance of the hair.

"Harlene Hair-Drill" only takes a couple of minutes of the day, but its effect takes years off your appearance. And as after the week's trial you will desire to continue this successful method of Hair-culture and Preservation, you may like to know that further supplies of "Harlene" may be obtained from ordinary enterprising chemists or stores, or it will be sent direct on receipt of postal order (which must include postage) from the Edwards' Harlene Co., 35-39, High Holborn, London, W.C. in 1s. 2s. 6d., and 4s. 6d. bottles.

FREE TRIAL COUPON.

To Messrs. EDWARDS' HARLENE CO.,

35-39, High Holborn, London, England.
Sir,—Having read your article, I wish to apply for one of the Free Outfits for seven days' "Harlene Hair-Drill," to which this coupon entitles me.
I enclose 3d. postage, and shall be glad if you will send the outfit to the following address:

138

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS;

Tons. Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. Giesecke.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. Pannke.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. v. Binzer.

CALLING AT NAPLES; GENOA; ALGIERA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended,
For Particulars, apply to

MELOHERS & Co.,
GENERAL AGENTS.

1226

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28TH, 1909.)
THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains, and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOSU MARU" and "SAIKO MARU" (2,877 tons each) as follows:—

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Saturday	Monday or Tuesday
Lv. —Mukden	12.00 a.m.	Tuesday
Ar. —Changchun	9.49 p.m.	"
Ar. —Harbin	10.10 p.m.	"
Ar. —Changchun	5.30 a.m.	Monday
Ar. —Harbin	6.30 a.m.	Wednesday
Ar. —Harbin	3.20 p.m.	Saturday

Connecting at Harbin with:

Leave—Harbin (Russian Train)	State Express from Moscow	Wagon-Lits from Moscow
Arrive—Changchun	State Express to Moscow	Wagon-Lits to Moscow
Ar. —Mukden	11.25 a.m.	Tuesday
Ar. —Changchun	9.40 a.m.	Thursday
Ar. —Mukden	10.00 p.m.	"
Ar. —Dairen	5.08 a.m.	Wednesday
Ar. —Shanghai (Steamer)	5.20 a.m.	Friday
Ar. —Shanghai	3.00 p.m.	Sunday

* Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

FUSHUN COAL.

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANRISSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

PRESIDENT TAFT FAVOURS SHIPPING SUBSIDIES.

Speaking recently at Seattle, President Taft, after touching on the question of self-government for Alaska, to which he said he was strongly opposed, proceeded as follows:—

TRADE WITH PHILIPPINES.

Since I visited the coast I am glad to say that the Philippines have had extended to them in the matter of a tariff law a measure of justice, which ought to have been adopted nine years ago. If it had been adopted the city of Seattle, the city of San Francisco and the whole Pacific coast would have profited by its enactment. Free trade with the Philippines as now established between the islands and this country will develop an exchange of business between the two countries which will be greatly to the advantage of both.

Trade in the Philippines has long had one trend, and it will take some time, perhaps two or three years, to effect a change, even now that the law is passed, but in familiarity with the situation in the islands makes me confident that the Pacific coast will come to value more and more highly the trade from the Philippines which will fall to it. There are many industries in the Philippines the products of which will sell well in the United States now that the tariff is lifted from them, and with similar relief from burden in entering the Philippine American market there will have a far wider sale in those distant islands in the Pacific. The Panama canal will be completed on the 1st of January, 1915, and with its completion the trade between the eastern and western coasts of this country will be revolutionized, for the carriage of heavy bulk merchandise between the Pacific and the Atlantic coasts is almost certain to be by water. This will reduce the more valuable classes of merchandise, which can probably pay lighter rates of transportation. More than this, it will change the avenue of international trade, will bring the eastern coast of America closely in touch with the western coast of South America, and will greatly facilitate the direct transportation from the west coast of America to European ports.

PROGRESS SHOWN IN ORIENT.

China is waking up. She is approaching a period of development that can not but increase her trade and augment her importance as a customer and as a trader with this country, while Japan and all the other Oriental countries are moving onward with giant steps in the commercial competition of the world. The many prophecies that have been made that in the next half century the commercial progress of the world is to be seen more decidedly in the Pacific than anywhere else are certainly well founded, and under those conditions it behooves us Americans interested in pushing our trade in every quarter of the globe to take steps to repair our condition that exists in respect to our merchant marine that is humiliating to our national pride and most burdensome to us in competition with other nations in the obtaining of international trade.

We maintain a protective tariff to encourage our manufacturing, farming and mining industries at home and within our jurisdiction, but when we assume to enter into competition upon the high seas in trade between international ports our own nations' control that trade, as far as the vessels of other nations are concerned, of course, ceases, and the question which we have to meet is how, with the greater wages that we pay, with the more stringent laws that we enact for the protection of our sailors, and with the protective system making a difference in the price between our merchant marine and the merchant marines of the rest of the world.

HEAVY FOREIGN SUBSIDIES.

This is not the only question that for it will be found on an examination of the methods pursued in other countries, with respect to their merchant marine, that there is now extended by way of subsidies by the various governments to their respective ships upward of \$35,000,000, and this offers another means by which in the competition the American merchant ship is driven out of business and finds itself utterly impossible to run against the foreign competitors. Not only this, but the subsidies in the American merchant marine today that in seeking auxiliary ships with which to make our navy instrument of offence or indeed in sending it around the world as a fleet, we have to call on vessels sailing under a foreign flag to carry the coal and to supply the other needs of such a journey. We are compelled to go into a war to-day our merchant marine lacks altogether a sufficient tonnage of auxiliary unarmed ships absolutely necessary to the proper operation of the navy, and were a war to come at we should have to purchase such vessels from foreign countries, and this might, under the law governing neutrals, be most difficult.

The trade between the eastern ports of the United States and South America is a most valuable trade, and now equals something like \$250,000,000; but European nations, appreciating the growing character of this trade, have by subsidies and other means of encouragement so increased the sailing fleet and well-equipped vessels from Europe to the ports of South America as visibly to affect the proportion of trade which is coming to the United States by the very limited service of a direct character between New York and South American ports.

JAPAN'S RAPID PROGRESS.

I need not tell you of the inadequacy of the American shipping marine on the Pacific coast and the growing power for commercial purposes in this regard of the empire of Japan. Japan is one of the most active and generous countries in the matter of subsidies to its merchant marine that we have, and the effect is only too visible in an examination of the statistics. For this reason, it seems to me, that there is no subject to which congress can better devote its attention in the coming session than the passage of a bill which shall encourage our merchant marine in such a way as to establish American lines directly between New York and other eastern ports and South American ports, and between our Pacific coast ports and the Orient and the Philippines. We earn a profit from our foreign mails from \$6,000,000 to \$8,000,000 a year. The application of that amount would be quite sufficient to put on a satisfactory basis two or three Oriental lines and several lines from the east to South America. Of course, we are familiar with the argument that this would be contributing to private companies out of the treasury of the United States; but we are then contributing in various ways on similar principles by our river and harbour bills and by our reclamation service. We are not putting money in the pockets of shipowners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world.

From my observation I think the country is ready now to try such a law and to witness its effect in a comparatively small way upon the foreign trade of the United States. If it is successful, experience will show how the policy can best be expanded and enlarged, and the American commercial flag be made to wave upon the seas as it did before our civil war. It

is true that our foreign trade is great and increasing, and this without the merchant marine, but it is also true that the ownership of a merchant marine greatly enhances the opportunities for extending trade for the merchants of the country having such a merchant marine.

TALKS ON OLD CHINA.

Mrs. Willoughby Hodgson gave the first of a series of six lectures entitled, "Talks on Old China," at Thackeray Cottage, King-street, Kensington, recently. She began by referring to the history of porcelain in the land of its origin, for, as she remarked, if it had not been for the example of China the ware would probably not have been made in Europe, a supposition which seemed the more justifiable when she proceeded to describe the devoted and persevering efforts that were made through the centuries by the potters of Europe to reproduce the beauty and delicacy of the ware which had come from the East. The Italians had found their genius eclipsed when the Crusaders brought home elaborate specimens, which were regarded with equal surprise and enthusiasm, but the ardour of the potters of Italy to produce similar material workmanship led only to disappointment. An art that had taken perhaps thousands of years in perfecting was not to be learnt all at once, even if the ingredients of the paste had been known. Mrs. Hodgson, however, was doubtful as to the truth of the story that porcelain had been made in China as long ago as 2577 B.C. She described the characteristics of ancient china, its beauty of colour and design, its extreme thinness, as exemplified in the egg-shell, its significance part in the decoration of palaces and temples, and some of the traditions associated with the industry in its Eastern home. The workmen were devoted to the art, who felt honoured by being permitted to have a share in it. Indeed, their zeal seems to have been carried to the point of fanaticism; for it is said that on one occasion when the Emperor found fault with their ware two of them jumped into the furnace, with the result, for so the story is embellished—that the product was perfect. On Fest Days people assembled in the temples to feast their eyes on the beautiful pieces there treasured, and it was because of their careful preservation in the temples that so many fragile specimens of great antiquity had been handed down to us. The perfection of the ancient Chinese product was attributed by Mrs. Hodgson entirely to the devotion, poetical feeling, and enthusiasm centred in the industry. But all this changed at the touch of European cupid, and when the Celestials found that there was money to be made by manufacturing porcelain for the European market the ancient art, declined, and the more modern specimens only illustrate its decadence. The lecturer gave the hint that the porcelain produced in great abundance during the Ming dynasty, though now less valued than that of a later period, was likely in time to be highly prized, for it embodied the spirit of the ancient work, in the quality of its coloring, excellence of form, and quality of paste. In Europe so few have the demand for porcelain that experiments were continually being made in the vain search for the paste, and even in England the potters would ruin themselves by putting all their money into the quest. It was not until a Jesuit priest in China in the Eighteenth Century brought letters home concerning the porcelain industry, that a clue was obtained as to the secret of manufacture. But even then the potters could not quite succeed, for they produced a soft paste, which was not true porcelain. Mrs. Hodgson referred to this peculiarity in the output of some of the Old English potters, now greatly prized. The English firms, however, were so jealous of their secret that they employed spies in their works, and their rivals, pretending to be half-witted, obtained employment and discovered the ingredients used. The Chinese said they were very clever, but they tried to make the best stand without success. It was a Plymouth chemist named Cookworthy who discovered the missing constituent after years of investigation on a stone at the top of a church tower and tracing its quarry. The lecturer exhibited certain pieces of old china and explained the indications which their genuineness was to be recognized. She will refer to English porcelain in future lectures.

At the Bishop's request I am returning to England (Church House, Westminster, S.W.) next month, and have his authority for asking this help from our fellow-countrymen in England for our fellow-countrymen in Manchuria.

AIRSHIP PROGRESS IN GERMANY.

ROYAL PASSENGERS.
The Parsival balloon on the 19th ult. made a journey from Frankfurt to Darmstadt, having on board Prince Henry of Prussia and the Grand Duke of Hesse. It arrived back at five o'clock in the evening, bringing the Grand Duke and Grand Duchess of Hesse, Princess Henry of Prussia, Princess Francis Joseph of Battemberg, Princess Louis of Battemberg and her youngest son, and the Princess of Solms-Lich.

Prince Henry returned to Frankfurt by motor-car. Darmstadt is some eighteen or twenty miles due south of Frankfurt as the crow flies.

THE PROPOSED PASSENGER SERVICE.
Steady progress is being made with the establishment of the great German Central Airship Company. Its object is to support the Airship Company now being formed, with headquarters at Friedrichshafen, to develop the Zeppelin airship and work a passenger service with airships on a network of lines connecting the chief towns of Germany. The requisite capital is estimated at £150,000, a considerable portion of which has already been provisionally subscribed.

The Zeppelin Airship Company has announced its intention of taking shares to the value of £25,000; a similar sum has been provisionally subscribed for in Frankfurt or Mainz, in Baden-Baden, and £2,750 in Leipzig. In Saxony in general, which contributed £50,000 towards the national gift to Count Zeppelin, the most eager interest is manifested in the enterprise. Apart from the steps already taken by Leipzig, a meeting at Dresden, which was attended by representatives of the Government, of the Municipality, and of financial, commercial, and industrial circles in the city, has decided to take the matter vigorously in hand and has appointed a committee to appeal for subscriptions.

It is proposed that Frankfurt shall be the central airship station and that, at the beginning, trips shall be made up and down the Rhine and over the Taunus and the Odenwald. Later on, when sheds and landing places have been arranged for, trips are to be made to Cologne, Düsseldorf, Baden, Nuremberg, Munich, Strasbourg, &c. From Berlin trips would be made to Stettin, the Island of Rügen, Dresden, Leipzig, Magdeburg, Hanover, &c. and I have already described the Hamburg project.

Dr. Colmann, the managing director of the Zeppelin Airship Company, confidently hopes to have an airship stationed at Dresden next year, while the International Hygienic Exhibition is open, capable of carrying from thirty to forty persons, to Berlin. He prophesies that the new Company will soon be able to compete with the steamboats crossing the English Channel.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

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CHURCH WORK IN MANCHURIA.

Bishop Corrie writes to the Times as follows:—

"I have just completed a tour of Southern Manchuria, which, since the conclusion of the Russo-Japanese war, has become the field of remarkably active development. The sole object of the tour was to ascertain the number and whereabouts of the members of the Anglican communion—English, American, and English-speaking Chinese and Japanese—with a view to providing them, as soon as possible, with regular or even occasional ministrations. Nowhere, in the south of the province, being at present the only place possessing a church and resident chaplain. There are already a sufficient number of residents to justify Bishop Scott in opening work there and using Mukden as a centre whence, by means of the railways, visits may be paid to other places. Accordingly he has rented, for one year, a house sufficiently large to provide a church room and quarters for two single men who would divide between them the care of the foreigners in Mukden and the places reached by the railway. Two chaplains, therefore, are wanted at once, whom I shall be prepared, if necessary, next spring to accompany and start in their work. Money is also wanted for their support for two years; after which the scattered congregations will, it is to be hoped be able to take a considerable share in supplying their own needs."

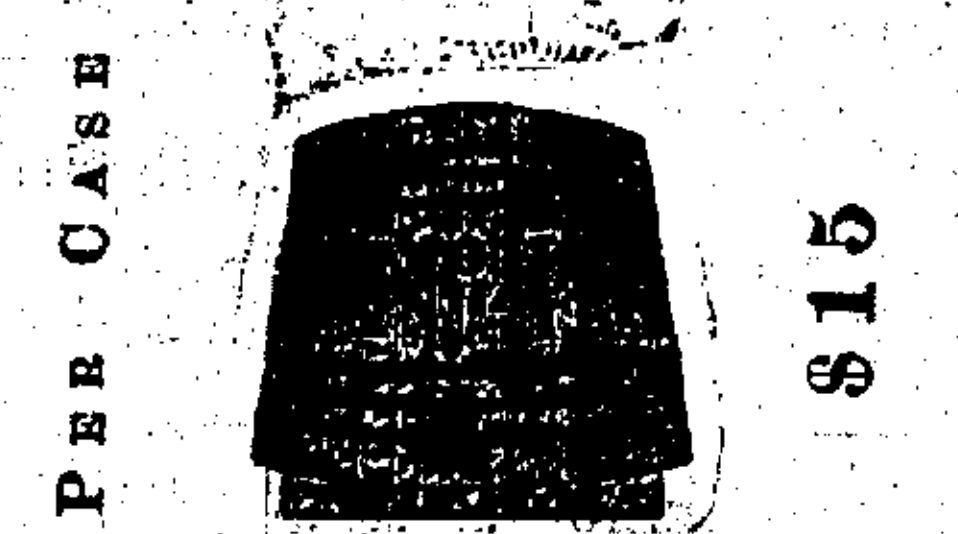
"The amount of money required for the scheme, under the several heads of house rent, passages to and from Mukden, maintenance, railway expenses in Manchuria for two men for two years, is £1,000; or, if only one man can be obtained, £550. Contributions should be sent to the secretary, S.P.G., 15, Tufnell-street, Westminster, S.W."

"At the Bishop's request I am returning to England (Church House, Westminster, S.W.) next month, and have his authority for asking this help from our fellow-countrymen in England for our fellow-countrymen in Manchuria."

MARTIN'S
APIOL-STEEL
THE LATEST PILL
A French Remedy for Rheumatism, Gout, Neuralgia, Sciatica, etc.
It is the only remedy that cures these ailments in a few days, without any harm to the system, and without the need of any other medicine.
It is the only remedy that cures these ailments in a few days, without any harm to the system, and without the need of any other medicine.
MARTIN'S
APIOL-STEEL
THE LATEST PILL

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE NOBILITY, HOUSE OF GLENROSE, AND HAS BEEN SOLD SINCE 1780.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA,
A. S. WATSON & Co., Ltd.
1376

BETTER THAN COPAIBA

MATICO
GRIMAULT & Co. CHIMISTES, PARIS

Renowned Phlegma prescribes Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, do not cause eruptions on the skin or produce nausea.
MATICO INJECTION is used in recent MATICO CAPSULES in the case of chronic cases.

CURE FOR ASTHMA

GRIMAULT'S
INDIAN CIGARETTES

For Asthmatic people who suffer from OPRESSION in breathing, HOARSENESS, and BRONCHITIS, GRIMAULT'S, and DIFFICULTY IN EXPECTORATING.
Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.
* GRIMAULT & Co. PARIS
Sold by all Chemists.

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INSURANCES

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10
The Underwriters, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN TOMES & CO., Agents.
Hongkong, 14th August, 1909. [908]

SUEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1221]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1152]

ALL and every thing from
FATHER TUCK
18 Selected X'MAS CARDS for 50 Cents Only.
CALENDARS, HALF MARKS, PICTURE and PAINTING BOOKS, MECHANICAL and HOBBING ANIMALS, PICTORIAL PUZZLE POSTCARDS, KIDNEY CURE, A.B.C. of ANIMALS, ALBUMS, RELIEF SCAPES, CHRISTMAS AUTO STATIONERY, &c., &c. Inspection Invited.
GRACA & CO.
1259] 27, DES VOUX ROAD.

HE HANG HING & Co. 中興
DEALERS IN
Jewellery, Gold and Silver Smiths, Silk Goods, Chinese Embroideries, Crapes, Shawls, Bedspreads, Best Gown-dresses, Shirtings, Dresses, Table-cloths, Ivory, Sandalwood Furniture, &c.
JADESTONE, CURIOS, FANCY WARES, &c.
Wholesale and Retail at Moderate Prices; Also dealers in
CHINA WARES, WATCH MAKERS,
102, Queen's Road Central, Opposite Market. [1349]

SINGON & CO.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig-Iron and Foundry Coke Importers. General Storekeepers and Shiphandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

JUST LANDED
A LARGE ASSORTMENT OF
LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO.
PHOTO-SUPPLIES.
26, DES VOUX ROAD, CENTRAL.
Hongkong, 20th August, 1909. [37]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immovably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, &c.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

SHIPPING.

ARRIVALS.
CARL DIEDERICHSEN, German str., 774, J. Kayser, 10th Nov.—Haiphong 6th Nov., General—Jensen & Co.
CAPRI, Italian str., 2761, Dini, 9th November—Bombay 19th Oct. and Singapore 1st Nov., General—Cassell & Co.
CHENAN, British str., 1350, Owen, 10th Nov.—Shanghai 7th Nov., General—Butterfield & Swire.
CHONGSHING, Brit. str., 10th Nov.—Canton.
CHINEHA, British str., 10th Nov.—Canton.
CHITSEN, Chinese str., 1177, C. Shaw, 10th Nov.—Shanghai 5th and Amoy 9th Nov., General—C. M. S. N. Co.
DEUCALION, British str., 4476, J. Ruppenhaus, 10th Nov.—Singapore 4th November, General—Butterfield & Swire.
HAIYANG, British str., 1362, Hodgins, 10th November—Swatow 9th Nov., Tea and General—Douglas, Lapraik & Co.
KAIPORE, British str., 987, Cole, 10th Nov.—Cebu 1st and Iloilo 5th Nov., Hemp and Sugar—Butterfield & Swire.
MAHIN, German str., 1169, P. Christianson, 10th November—Java 31st Oct., Sugar—Jensen & Co.
BOUJAN, British transport, 6680, C. Lockyer, 9th Nov.—Chingwang 20th October—P. O. S. N. Co.
TUNGUS, Norwegian str., 1039, C. L. Halvorsen, 10th Nov.—Tsingtau 4th Nov., Salt—Simonsen & Co.
VICTORIA, Swedish str., 998, Thor Eckert, 10th November—Haiphong and Kowloon 8th Nov., Rice and General—Chinese.

DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.
 10th November.
Aldentan, British str., for Sydney.
C. Diederichsen, German str., for Canton.
Chongshing, British str., for Weihaiwei.
Chopang Maru, Jap. str., for Swatow.
Deucalion, British str., for Yokohama.
Kaiyoh, British str., for Tsingtau.
Manichang, British str., for Newchwang.
Proteus, Norwegian str., for Swatow.
Singau, British str., for Hoihow.
Tong Hong, British str., for Amoy.
Yeboshi Maru, Jap. str., for Shanghai.

SHIPPING REPORTS.

The British str. **Haiyang** reports: Light N.E. breeze and fine weather.
 The British str. **Deucalion** reports: Strong Northerly winds and high head sea.

VESSELS IN DOCK.

November 10th.
ABERDEEN DOCK—
Kowloon Dock—On *Lee*, *Equidistant*, *Kin-shan*, *Kutang*, *Tung Maru*, *H.M.S. Whiting*.
COSMOPOLITAN DOCK—
Tai Koo Dock—*St. Enoch*, *Hughes*, *Hoihow*, *Petchaburi*, *Merapi*, *Yingchow*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Calcutta. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Bazarat, Valenza, Alicante, Algeria and Malaga.)

THE Steamship.
"CAPRI"
 Captain Dini, will be despatched as above TO-DAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 6th November, 1909. [4]

CANADIAN PACIFIC RAILWAY CO.
 FOR VANCOUVER.

THE Steamship.
"KUMERIC"
 From Hongkong, On THURSDAY, 18th November.
 For VANCOUVER VIA JAPAN PORTS.
 To be followed by the
AYMERIC ... 16th December.
SUVERIC ... 1910, 13th January.
OCEANO ... 10th February.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.
 For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.
 Hongkong, 9th November, 1909. [140]

THE AMERICAN AND ORIENTAL LINE.
 FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship.
"WYNERIC"
 will be despatched for the above Ports on SATURDAY, the 20th November, 1909.
 For Freight, apply to
ARNHOLD, KARBURG & Co.,
 Agents.
 Hongkong, 25th October, 1909. [1345]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	1	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON, HULL & ANTWERP.	BRECONSHIRE	Brit. str.	1	Tomlinson	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	1	H. W. Kennick, R.N.R.	P. & O. S. N. Co.	About 1st Dec.
ROTTERDAM, HAMBURG & SINGAPORE, &c.	ABADIA	Ger. str.	k. w.	Nemmann	HAMBURG-AMERICA LINE	On 20th Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRIGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	SHIVA	Ger. str.	k. w.	Porselins	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE, ROTTERDAM & ANTWERP, &c.	BRIGAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SILESIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINE	On 15th Dec.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 1st Jan.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PEKING	Dan. str.	1	Guionnet	MELCHERS & Co.	On 20th inst.
MARSEILLES, &c., via PORTS OF CALL.	ARMAND BEHIC	Frenstr.	1	N. Nielsen	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAO MARU	Jap. str.	1	G. C. Hurry	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINA	Jap. str.	1	Bergugian	NIPPON YUSEN KAISHA	On 8th Dec., at D'light
TRIESTE, &c., via SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	1	P. Giesch	SANDER, WIELER & Co.	About 24th inst.
NAPLES, GENOA, ALGERS, GIBRALTAR, &c.	CHAZER	Brit. str.	1	J. Mathie	MELCHERS & Co.	On 17th inst., at Noon.
NEW YORK	WAKAMA MARU	Brit. str.	1		DODWELL & Co., Ltd.	On 17th inst.
BOSTON & NEW YORK	KUMERIC	Brit. str.	1		ARNHOLD, KARBURG & Co.	On 20th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	MONTEAGLE	Brit. str.	1		DODWELL & Co., Ltd.	On 18th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	EMERALD	Brit. str.	1		CANADIAN PACIFIC RAILWAY CO.	On 21st inst., at Noon.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	EMERALD	Brit. str.	1		CANADIAN PACIFIC RAILWAY CO.	On 4th Dec., at 7 a.m.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	PRINCE OF INDIA	Brit. str.	2	K. Kawara	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	1	K. Sato	NIPPON YUSEN KAISHA	On 4th Jan., at Noon.
TACOMA via SHANGHAI & JAPAN	SAO MARU	Jap. str.	1	H. Yamamoto	OSAKA SHOSEN KAISHA	On 19th Dec., at D'light
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	NAMUR	Jap. str.	1	M. Yagi	TOYO KISEN KAISHA	On 10th Dec., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1	L. Dawson	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1	F. Isaks	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	PRINCE WALDEMAR	Ger. str.	1	M. Winkler	MELCHERS & Co.	On 24th Dec., at D'light
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	1	H. Petersen	NIPPON YUSEN KAISHA	On 13th inst., at D'light
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	1	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	1	W. Winkler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	1	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN	KUMANO MARU	Jap. str.	1	G. Hooker	BUTTERFIELD & SWIRE	To-day, at Noon.
TIENTSIN, via WEIHWAI & CHEFOO	KUMANO MARU	Jap. str.	1	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-day, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Frenstr.	1	Girard	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	CANTON	Dan. str.	1		MELCHERS & Co.	On 17th inst.
SHANGHAI	CHINEHA	Brit. str.	1	Owen Jones, R.N.R.	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	ASHLEY	Brit. str.	1	M. Courtenay	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	CHENAN	Brit. str.	1	Selmer	BUTTERFIELD & SWIRE	On 14th inst., at D'light
SHANGHAI	CHONGSHING	Brit. str.	1	F. v. Biner	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light
SHANGHAI	SUEVIA	Ger. str.	k. w.	F. v. Biner	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	PRINCE LUDWIG	Ger. str.	1	F. v. Biner	MELCHERS & Co.	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	1	F. v. Biner	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	ANHUI	Brit. str.	1	C. R. Longdon, R.N.R.	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	1	Williams	BUTTERFIELD & SWIRE	About 19th inst.
SHANGHAI	LINAN	Brit. str.	1	A. Moller	BUTTERFIELD & SWIRE	On 21st inst., at D'light
SHANGHAI, MOJI & KOBE	TAKASAKI MARU	Jap. str.	1	M. R. Lake	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	1	Bomard	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 3 p.m.
SHANGHAI	YIMAM	Jap. str.	1	Y. K. Kaur	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMBUI via SWATOW & AMOY	DAISEI MARU	Brit. str.	1	Mathias	OSAKA SHOSEN KAISHA	On 14th inst., at 10 a.m.
AMOI, MANILA, CEBU & ILOILO	KATONG	Brit. str.	1	Hodgins	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AMOI & FOCHOW	HAIYANG	Brit. str.	2	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 13th inst., at Noon.
SWATOW, AMOI & FOCHOW	HAIYANG	Brit. str.	2	Eras	DOUGLAS LAFRAIR & Co.	On 16th inst., at 10 a.m.
SWATOW	SINGAN	Brit. str.	1	Jameson	DOUGLAS LAFRAIR & Co.	On 13th inst., at 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	LOONGSANG	Brit. str.	1	S. J. Payne	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
MANILA	RUBI	Brit. str.	1	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	TAMING	Brit. str.	1	P. H. Rolfe	SHEWAN, TOMES & Co.	On 13th inst., at Noon.
MANILA	YUENANG	Brit. str.	1	P. H. Rolfe	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
MANILA	ZAFIRO	Brit. str.	1	R. Bodger	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.
MANILA	BORNEO	Ger. str.	1	A. W. Outbridge	SHEWAN TOMES & Co., Ltd.	On 20th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	1	F. Sembl	BUTTERFIELD & SWIRE	On 23rd inst., at 3 p.m.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	1	W. A. Evans	MELCHERS & Co.	Middle of Nov.
BOMBAY via SINGAPORE & PENANG	CAPRI	Ital. str.	1	Dini	NIPPON YUSEN KAISHA	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	1	Bradley	CARLOWITZ & Co.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	1	E. J. Bull	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
BATAVIA, CHERIBON, SAMARANG, &c.	THILATJAP	Dut. str.	1	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 3 p.m.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,253	J. Boyd	On 16th December.
SUVERIC	6,232	E. Shotton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Passenger Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 16th October, 1909. [6]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	11th of November.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINCESS ALICE" Capt. P. GROSCH	Wed'ay, 17th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. BINDER	About Wed'ay, 17th November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISSKE	Friday, 3rd Dec., at D'light

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 6th November, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	SUNDAY, 21st Nov.	From St. John, N.B.
"MONTEAGLE" SAT., 4th Dec.	"EMPRESS OF BRITAIN" FRI., 31st Dec.	
"EMPRESS OF JAPAN" SAT., 1st Jan.	"CHARTER" FRIDAY, 28th Jan.	
"EMPRESS OF CHINA" SAT., 29th Jan.	"EMPRESS OF IRELAND" FRI., 25th Feb.	
"MONTEAGLE" TUESDAY, 15th Feb.		

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

The "EMPRESS" line to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10

Intermediates on Steamers ... 243 ... 245.

and 1st Class Railway ... 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya, opposite Blake Pier.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On Nov. 1st
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnet	On 22nd Nov. 1 p.m.
YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 23rd Nov. 1 p.m.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 7th Dec. 1 p.m.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	On 7th Dec. 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Hongkong, 10th November, 1909. [2]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
 Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th November, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACHONDA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 27th December, 1909.
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 2nd November, 1909. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"GHAEZE" ... On 17th Nov.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 4th November, 1909. [1129-1253]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE AND TRIESTE (Direct),

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Borgmann, will be despatched as above on or about the 24th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 12th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 19th Nov.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HUIHOW, PAKHOI and HAIPHONG	"KUEICHOV"	On 11th Nov., 10 A.M.
TIENTSIN	"CHINHUA"	On 11th Nov., Noon.
SHANGHAI	"CHINHUA"	On 11th Nov., 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"KAEFONG"	On 12th Nov., 4 P.M.
SHANGHAI	"CHENAN"	On 14th Nov., 4 P.M.
SHANGHAI	"TAMING"	On 16th Nov., 4 P.M.
SHANGHAI	"TAMING"	On 18th Nov., 4 P.M.
SHANGHAI	"LINAN"	On 21st Nov., 4 P.M.
MANILA	"TEAN"	On 23rd Nov., 3 P.M.

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS. 11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 11th Nov., 11 A.M.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Friday, 12th Nov., 2 P.M.
MANILA	"LOONGSANG"	Friday, 12th Nov., 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 14th Nov., 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Wed., 17th Nov., 3 P.M.
MANILA	"YUENSANG"	Friday, 19th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMANG"	Tuesday, 30th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang. Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 10th November, 1909.

GENERAL MANAGERS. 16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	AMOI and FOCHOW.	SATURDAY, 13th Oct. at Noon.
"HAIMUN"	SWATOW	SATURDAY, 13th Nov. at 5 P.M.
"HAICHING"	SWATOW, AMOI and FOCHOW.	TUESDAY, 16th Nov. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 11th November, 1909.

GENERAL MANAGERS. 10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 17th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALZIC PORTS	"PEKING"	20th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALZIC PORTS	"CANTON"	Middle of December.

For Further Particulars apply to

Hongkong, 6th November, 1909.

MELOHRS & CO.,

AGENTS. 6

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SUEVIA	17th Nov.
S.S. SENEGAMBIA	18th Nov.
S.S. SITHONIA	1st Dec.
S.S. SCANDIA	10th Dec.
S.S. BRASILIA	16th Dec.
S.S. SEGOVIA	28th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 2nd November, 1909.

Hongkong Office. 12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 6000 " " " " Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6,500	WED'DAY, 24th Nov. at Daylight
	SADO MARU Capt. G. C. Hurry	6,500	WED'DAY, 6th Dec. at Daylight

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SHINANO MARU Capt. K. Kawas	6,500	TUESDAY, 7th Dec. at Noon
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan. at Noon

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 26th Nov. at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec. at Noon

KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Petersen	6,500	SATURDAY, 13th Nov. at Daylight
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BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. A. Evans	5,000	FRIDAY, 19th November
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NAGASAKI, KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	6,000	SATURDAY, 20th Nov. at Daylight
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. W. Winkler	6,000	WED'DAY, 24th Nov. at Noon
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SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 25th November
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† Fitted with New System of Wireless Telegraphy. ‡ Cargo only.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

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Hongkong, 11th November, 1909.

T. KUSUMOTO,

MANAGER. [15-93]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 15th Nov. Noon.
ZAFIRO	2540	R. Redger	Manila	On 20th Nov. Noon.

For Freight or Passage apply to

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SHEWAN, TOMES & Co.,

General Managers. [14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

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PLAYS OF 1910.

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HOMeward PASSENGER SEASON 1910.

MARSEILLES AND LONDON.

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STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MOROCOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	YARMOULA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

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1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd " £48.8 " £72.12 "

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SUMATRA 4600	February 9	March 26
NYANZA 6700	February 23	April 9
SUNDA 4670	March 23	May 7
MALTA 6060	April 20	June 4
SARDINIA 6570	May 4	June 18
NORE 6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

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HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI VIA SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUBESAKI	SUNDAY, 14th Nov. at 10 A.M.

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T. ARIMA,

MANAGER. 877]

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Hongkong, 12th August, 1909. [1064]

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Hongkong, 9th January, 1909. [645]

